

Approved For Release 2001/11/21 : CIA-RDP80-00810A000300

COUNTRY East Germany
TOPIC Werneuchen Airfield

25X1A

EVALUATION [REDACTED]

DATE OF CONT [REDACTED]

DATE OBTAINED [REDACTED]

REFERENCES

PAGES 3 ENCLOSURES (NO. & TYPE)

REMARKS

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1. The following observations were made at Werneuchen airfield from 22 through 27 November:

22 November. At 11:15 a.m., source observed 35 jet bombers, including 21 parked in front of the hangars, 6 at the aircraft revetments northwest of the western hangar, and 8 in front of the storage building northeast of the eastern hangar. The doors of all hangars were closed.

20 November. The weather was foggy, no flying was observed.

21 November. From 8:10 a.m. to 4:30 p.m., about 18 jet bombers of both types took off individually and landed after 15 minutes flights. Occasionally, the cloud cover, which was at an altitude from 400 to 600 meters lifted.

22 November. An Li-2 landed at 11:24 a.m. and took off again at 1:05 p.m., headed northwest.

23 November. The weather was foggy, no flying was observed.

25 through 27 November. There was no flying.

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2. On 22 November, [REDACTED] six aircraft revetments at the eastern border of the field had shrapnelproof concrete walls.

- 25X1X 3. On 27 and 28 November, and on 1 and 3 December, there was no flying at the field. Visibility was mostly poor and the temperature was below zero. On 5, 9 and 10 December, [REDACTED] no flying activity. The weather was bad and there was intermittent fog. From 11 a.m. on 12 December, IL-28s practiced flying. The base of the ceiling was at about 500 meters, visibility about 100 meters. After 4:30 p.m., source heard the noise of aircraft engines. Between 5 and 6:50 p.m., four take-offs were observed. Individual aircraft continued to take off until 9 p.m. at intervals of 20 to 30 minutes. At dark, the rotating searchlight was in operation at an irregular interval. It made 5 or 6 rotations before it was switched off again.

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4. On 7 December, [REDACTED] the Soviets had ordered that the shrapnelproof aircraft revetments be completed by 15 December. All efforts were made at the field to keep that target. No leaves were granted to construction workers, and the number of Soviet soldiers employed on the construction of aircraft revetments was increased. The construction workers were informed they would be fined if the

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- 2 -

revetments were not completed by 15 December.²

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6. On 25 November, [REDACTED] 36 IL-28 and UIL-28 planes, 4 Yak-11s and 2 Li-2s. Night flying was started at 5 p.m. on 12 December and continued until after mid-night.¹

7. In late November-early December, the field was kept cleared of snow. Wooden snow ploughs were used for this purpose. About 250 Soviet soldiers were also employed for the clearing of snow. The runway remained covered by packed snow which was sanded. The snow on the aircraft parked at the field was not removed before 10 December. No maintenance service was observed. Air force soldiers participated in the construction of aircraft revetments. By 5 December, seven shrapnelproof aircraft revetments were completed on the northern taxiway. At all the other revetments, the concrete uprights had been erected. In early December, work on the aircraft revetments was accelerated. About 300 Soviet soldiers were daily assigned to this work.²

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8. [REDACTED] 86 replacements arrived at the field in the night of 23 and 24 November. [REDACTED] 25X1X
[REDACTED] a total of 400 personnel were expected to arrive by 1 December.

9. The AAA emplacement previously observed south of the eastern connecting way had been moved to about 200 meters east of the target ranges in early December.

10. In late November, when the weapons of the planes were being adjusted, 25X1X [REDACTED] a cart with two rubber tires and a shaft. The wheels were 30 cm in diameter and the platform of the cart measured 80 x 60 cm. On the cart was a device about 40 cm high housed in a sheet metal cowling. The device was provided with a cable which was plugged into the left side of the fuselage of the jet bomber. The cart was operated by two men.³

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1. Comment. Two bomber regiments equipped with a total of 36 IL-29s in addition to some UIL-28s are still believed to be stationed at Werneuchen airfield. Four Yak-11s and two Li-2s were also continuously observed at the field. Only little flying activity took place, probably because of unfavorable weather conditions. No flights were made in foggy weather.


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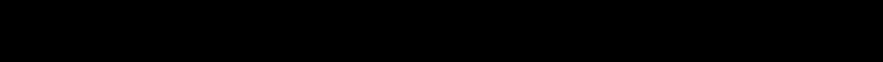
25X1A

- 3 -

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2.  Comment. As at all other airfields in East Germany, the construction of shrapnelproof aircraft revetments was accelerated at Werneuchen. According to available information, a total of 32 revetments are being built there.

3.




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 Comment. It is believed that the new personnel observed arriving at the field replaced soldiers of old classes who were discharged. Replacements, a total of 50 men, were last reported as arriving at the field on 25 October 1952. 

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 Comment. This description refers to a starter carriage which has been observed at all other airfields in East Germany.

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